



LONDON- WEST MIDLANDS ENVIRONMENTAL STATEMENT

Volume 5 | Technical Appendices

CFA4 | Kilburn (Brent) to Old Oak Common

Baseline report (CH-001-004)

Cultural heritage

November 2013

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Department for Transport

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1 Introduction

1.1 Structure of the cultural heritage appendices

1.1.1 The cultural heritage appendices for the Kilburn (Brent) to Old Oak Common community forum area (CFA4) comprise:

- baseline reports (this appendix);
- a gazetteer of heritage assets (Volume 5: Appendix CH-002-004); and
- an impact assessment table (Volume 5: Appendix CH-003-004).

1.1.2 Maps referred to throughout the cultural heritage appendices are contained in the Volume 5, Cultural Heritage Map Book.

1.2 Content and scope

1.2.1 This baseline provides the evidence base against which the assessment of assets that may be affected by the Proposed Scheme can be determined. It contains information about known and potential heritage assets from a variety of sources and presents a chronological description and discussion of the development of the study area placing assets within their historical and archaeological context.

1.3 Study area

1.3.1 The CFA4 area lies within Greater London and comprises parts of the London Boroughs of Brent, Westminster, Kensington and Chelsea, Hammersmith and Fulham and Ealing.

1.3.2 All non-designated and designated assets within land required, temporarily or permanently, for the construction of the Proposed Scheme and within 250m of it have been detailed in this baseline assessment. In addition designated heritage assets have been examined within the zone of theoretical visibility (ZTV).

1.3.3 All identified assets are listed in Volume 5: Appendix CH-002-002 and Maps CH-01-009b to CH-01-012 in (Volume 5, Cultural Heritage Map Book).

1.4 Data sources

1.4.1 Sources examined as part of this baseline assessment include published secondary sources, cartographic sources, historic environment record (HER) data for undesignated heritage assets and English Heritage National Heritage List data for designated assets. A full list of published sources can be found in Section 10 of this appendix.

1.5 Surveys undertaken

1.5.1 Site reconnaissance field inspections to review the setting of historic assets and the character and form of the historic landscape were undertaken as part of the environmental impact assessment (EIA) process.

2 Geology, topography and landform

2.1.1 The London Clay Formation underlies the land required for the construction of the Proposed Scheme and the study area is free from any significant superficial deposits such as the younger sands and gravels that are found south of the Proposed Scheme. Glacial and periglacial erosion mean that early prehistoric remains are not preserved in the London Clay. Previous development is likely to have resulted in a cover of made ground throughout the majority of the study area with the exception of Kensal Green cemetery, Little Wormwood Scrubs Park and Wormwood Scrubs Park.

2.1.2 The topography of the area is largely level but gradually rises to the north. In the east of the study area there are residential estates characterised by long terraces of houses built at the end of the 19th century. The construction of these estates is likely to have modified the landscape and resulted in the partial truncation of ground levels. The ground surface at the Old Oak Common railway depot has been reduced to level the area. To the west of Old Oak Common the Great Western Main Line and London Underground Central Line have been constructed within a cutting. The western end of the study area is generally characterised by industrial and retail units which are also likely to have resulted in the partial truncation of ground levels.

3 Archaeological and historical background

3.1 Early prehistory

3.1.1 Evidence of archaeological material dating from the early prehistoric period is scarce within the area. There is a singular find spot of a flint flake dating to the Palaeolithic period (KIL108) shown in Map CH-01-010 (Volume 5, Cultural Heritage Map Book). This was found in gravel used for road surfacing and not in its original context so is unlikely to have originated from the locality. The majority of Palaeolithic artefacts discovered in Greater London have been found in river terrace gravels, their deposition a result of fluvial action that took place during the interglacial interludes. Early anthropogenic activity is only likely to survive within secure or re-deposited gravel deposits which are not part of the geology in this area.

3.2 Later prehistory

3.2.1 The earliest evidence of prehistoric land use in the study area is attributed to Watling Street (KIL094) shown in Map CH-01-009b (Volume 5, Cultural Heritage Map Book) which dates to the Iron Age period or earlier. This is based on the historical accounts of Roman traders following a trackway through a forded area of the River Thames between Westminster and Chelsea during this period. The trackway continued toward the Iron Age capital of the Catuvelaunian tribe at Wheathampsted near St Albans. It is thought that after the conquest the Roman engineers would have utilised this pre-existing route to form Watling Street¹. There is no evidence of land use in the study area during the later prehistoric period.

3.3 Romano-British

3.3.1 The area of Roman London (known as Londinium) is thought to have been established soon after AD 43 when the Romans are recorded as crossing the River Thames under Aulus Plautius in advance of the arrival of Emperor Claudius².

3.3.2 The route of Kilburn High Street follows the alignment of the Roman road Watling Street (KIL094) shown in Map CH-01-009b (Volume 5, Cultural Heritage Map Book). Although this was established as an important route into London, it was still essentially a rural link between villages and the city. The route of Watling Street leaves the main western Roman road from Londinium at Marble Arch. The road linked London to St Albans which is the site of Roman Verulamium. The road has remained as an important route out of London and its course has been followed for long distances by parish and borough boundaries, including the current boundary of the London boroughs of Camden and Brent. The route of Watling Street was chosen to keep clear of the low ground to the east where there are several small streams³. The

¹ Margary I.D., (1973), *Roman Roads in Britain, Third Edition*, John Baker Publishers Ltd, London P53-55.

² Cockburn J.S., King H.P.F. and McDonnell K.G.T., (1969), *A History of the County of Middlesex: Volume 1: Physique, Archaeology, Domesday, Ecclesiastical Organization, The Jews, Religious Houses, Education of Working Classes to 1870, Private Education from Sixteenth Century*, P64-74.

³ Margary, (1973) P53-55.

original Roman road will have been disturbed by modern development, but elements are likely to survive within the existing alignment.

3.4 Early medieval

3.4.1 There are no known early medieval archaeological sites in the study area. The study area is within the expansive area of Middlesex Forest which formed a discontinuous belt of deciduous woodland rising to the north toward Willesden Green⁴. Although there are no settlement sites recorded, the landscape is still likely to have been managed during this period. In post-Roman England there is a development towards more self-sufficient farming systems being used in the 5th and 6th centuries⁵. There is evidence to suggest that in the early medieval period there was a heavy reliance on cattle as a meat source in London. This would have required a system of meat producers in the peripheral communities to supply the necessary livestock. This emerging demand is likely to have led to a greater degree of specialisation geared towards emerging markets for meat and wool in order to supply towns, monasteries and the royal and aristocratic centres⁵.

3.4.2 The nature of the Saxon land-use adapted from the mid to late Saxon period as economic pressures changed. It was a system efficient enough to maintain a network of small towns and markets and acted as the basis of development well into the late medieval times⁵.

3.5 Medieval

3.5.1 In 1130 a Benedictine or Augustinian priory was founded next to the Kilburn Brook. It was located on the eastern side of the present Kilburn High Street but is likely to have owned an estate farming the surrounding landscape. A bridge was constructed for the priory at the point where Kilburn High Street crossed the Kilburn Brook. Kilburn Bridge (KILo98) shown in Map CH-01-009b (Volume 5, Cultural Heritage Map Book) is recorded in 1398 and thought to have been constructed as early as the 13th century. The medieval stone bridge was removed at some point in the 19th century. The priory became an established stopping point on pilgrimages to St Albans until the reformation led to the priory being dissolved in 1535. Following the dissolution of the priory an inn was established to serve travellers on Kilburn High Street. The inn led to the foundation of a small scale settlement in Kilburn⁶.

3.5.2 A medieval route is aligned with parts of Harrow Road and Kilburn Lane⁷. A small settlement named Kingisholt in 1253 and Kynshall Grene in 1550 (KILo96) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) is recorded on Harrow Road. Archaeological excavations on Kilburn Lane (KILo88) revealed the survival of a medieval well and a layer of stones and a brick surface which may have been a yard surface or possibly the floor of a minor building. The area surrounding Harrow Road

⁴ Freed T.H., (2001), The land use history and flora and fauna of Kensal Green Cemetery. In: James Stevens Curl (ed), *Kensal Green Cemetery. The origins and development of the General Cemetery of All Souls, Kensal Green, London, 1824-2001*, Phillimore and Co Ltd., Chichester, P297-326.

⁵ Hamerow H., (2002), *Early Medieval Settlements, The Archaeology of Rural Communities in Northwest Europe 400-900*, Oxford University Press, Oxford. P152.

⁶ Weinreb B., Hibbert C., Keay J. and Keay J., (2008), *The London Encyclopaedia, third edition*, Macmillan, London P458.

⁷ Baker T.F.T and Elrington C.R., (1982), *A History of the County of Middlesex: Volume 7: Acton, Chiswick, Ealing and Brentford, West Twyford, Willesden*, P177-182.

and Kensal Green is likely to have been part of the Notting Barnes Manor, owned by the De Vere family (who became Earls of Oxford) between the 11th and 15th centuries. The manor house was located outside of the study area approximately 1km south of Kensal Green. The historic landscape of the study area is characterised by cultivation or managed woodland belonging to the manor⁸.

3.5.3 The extensive common lands of Wormholtwood and Old Oak Common are located to the north west of the Notting Barnes manor. The division of the common land from Notting Barnes Manor followed the present day borough boundary between Hammersmith and Fulham in the west, and Kensington and Chelsea in the east. The latter was the course of a stream named Counter's Creek⁹. In 1590 both commons were used for grazing cattle and pigs and included an estimated 80 hectares of oak and hawthorn scrub⁹.

3.5.4 There is a medieval moated site located at Willesden Junction (KIL103) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book). No further information specific to this site was available. Many moated sites came into existence in the mid-13th century; this is partly perhaps because of legal and economic prohibitions on castle building. They were often set away from the main settlement as a way of distancing the occupant from the villagers and displaying the class distinction⁸.

3.6 Post-medieval

3.6.1 From the beginning of the post-medieval period through to the mid-19th century, farming remained the primary economy of the area. The expansive woodland of Middlesex Forest was largely felled from the 17th century onwards and replaced by meadow and pasture. Wheat is recorded as being extensively grown, especially on the lands west of Ealing¹⁰. From the 17th and 18th centuries, there was a general development of the rural landscape in response to labour relations and land ownership, field enclosure, crop changes and rotations paired with the increasing economic demand. The most significant changes to the landscape followed the enclosure of many common fields and the old strip fields becoming amalgamated and enclosed into pastures¹⁰. The fields enclosed during the period of parliamentary enclosure typically have a rectilinear shape as a result of the divisions being marked out on a map before being marked out on the ground. This is especially true where common lands without pre-existing field boundaries were divided¹¹. In the Thomas Milne¹² maps of 1800 the farmed landscape is represented with much of the land marked as meadow or pasture. It also represents how the creation of new farmsteads and field systems encroached on the common land of Wormholtwood and Old Oak Common.

3.6.2 Edgware Road (Kilburn High Street) and Harrow Road were turnpiked in order to maintain the upkeep of these significant routes. In 1710 a turnpike trust was set up to

⁸ Hinton D.A., (1990), *Archaeology, Economy and Society: England from the fifth to the fifteenth century*, Routledge, London P162-163.

⁹ Freed T.H., (2001), The land use history and flora and fauna of Kensal Green Cemetery. In: James Stevens Curl (ed), *Kensal Green Cemetery. The origins and development of the General Cemetery of All Souls, Kensal Green, London, 1824-2001*, Phillimore and Co Ltd., Chichester. P297-326.

¹⁰ Freed, (2001), P297-326.

¹¹ Tarlow S., (2007), *The Archaeology of Improvement in Britain 1750-1850*, Cambridge University Press, Cambridge. P34-66.

¹² Milne T., (1800), *Land Use Map of London and its Environs*.

repair Edgware Road between Kilburn Bridge and Bushey (Herts.). A turnpike gate was erected just north of Kilburn Bridge on the Willesden boundary and remained until 1864 when it was moved to the end of Willesden Lane and later to Shoot-up Hill until the road was disturnpiked in 1872. There was a charity established for the maintenance of Harrow Road in 1582 until a turnpike was set up in 1801. The administration of Harrow Road was incorporated into that of Edgware Road from 1927 with the establishment of the Metropolitan Turnpike Trust¹³.

3.6.3 In the west of the study area the first significant development was the result of the Acton Wells commercial development in the 17th century. The wells provided spring water that was reputed to have medicinal virtues. By the mid-18th century the wells had reached the height of their popularity and are depicted in a map by John Rocque¹⁴ with a number of buildings and formal gardens. At this time an assembly room was constructed to host entertainment for the visitors. Acton Wells soon fell out of favour and by the end of the 18th century the site is recorded as having fallen into disrepair. The land was subsequently converted into tenements before becoming part of Wells House Farm. This is depicted in the Greenwood map published in the 1820s which shows the farm encroaching onto the common land of Old Oak Common with enclosed farmland.

3.6.4 In the 19th century the study area underwent significant development as a result of rail and canal transport links into London and the creation of Kensal Green cemetery (KIL009) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book).

3.6.5 In 1795 the Grand Junction Canal Company was empowered to construct the easterly cut of the canal from Bull's Bridge in Norwood to Paddington. The route passes to the south of Harrow Road and is recorded as being constructed on raised embankment. In 1801 the Paddington branch of the Grand Junction Canal (KIL003) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) was opened¹⁵.

3.6.6 The development of railways through the study area has brought about significant changes and in turn has been a key driver in the later residential and industrial developments. In the early 19th century two main line railways were constructed, the first being the London and Birmingham Railway (KIL029) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book), completed in 1837 and engineered by Robert Stephenson. In 1846 it was amalgamated with the Grand Junction Railway and others to form the London and North Western Railway. The London and North Western Railway follows a route parallel to the north of the Proposed Scheme from Willesden Junction Station to Kensal Rise Station. The Great Western Railway (KIL027) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) was constructed within the study area by 1838 by Isambard Kingdom Brunel. The North and South Western Junction Railway (KIL033) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book) was constructed in 1853 to link the London and North Western Railway (KIL029) mainline at Kensal Green with Old Kew Junction. The Hampstead Junction Railway

¹³ Baker and Elrington, (1982), P177-182.

¹⁴ Rocque J., (1746), A plan of the cities of London and Westminster, and borough of Southwark.

¹⁵ Baker T F T, Bolton D. K. and Croot P.E.C., (1989), Paddington Communications. In: C. R. Elrington (ed), *A History of the County of Middlesex: Volume 9: Hampstead, Paddington*, P174-181.

(KIL030) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) was opened by North London Railway in 1860. This linked the North London Railway to the North and South Western Junction Railway at Old Oak Junction. The Dudding Hill loop line (KIL034) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book) opened in 1868, was opened predominantly as a goods line from Acton Wells Junction on the North and South Western Junction Railway to Welsh Harp on the Midland Railway. Old Oak Common was now severed from the surrounding landscape by Regents Canal and railway lines and remained rural throughout the 19th century.

3.6.7 The study area remained rural until the mid-19th century onwards. In Milne's map¹⁶ of 1800 there are some buildings fronting onto Kilburn High Street and there are some early 19th century houses on Harrow Road. The provision of regular railway services from Kilburn High Road railway station in 1851-2, and later the North London Railway (opened 1860) and the Metropolitan Railway (opened 1879) provided the impetus for suburban development in Kilburn. The first significant residential developments within the study area date to the second half of the 19th century. The Brondesbury estate (KIL004) shown in Map CH-01-009b (Volume 5, Cultural Heritage Map Book) expanded northward from Kilburn in phases dated between 1850 and 1899. In the south of Kilburn, the Willesden estate (KIL002) shown in Map CH-01-009b (Volume 5, Cultural Heritage Map Book) similarly began to be developed from the 1850s onwards. The Queen's Park Estate (KIL007) shown in Map CH-01-010 (Volume 5, Cultural Heritage Map Book) was constructed between 1874 and 1882 by William Austin. He designed the estate based on his temperance principles with cottage style housing with gardens and tree lined streets for the working classes. The estate is historically significant as an early example of a developer providing the working classes with decent housing at a time where squalid living conditions were prevalent across London¹⁷.

3.6.8 To the north of the West Coast Main Line is the Queen's Park Conservation Area (KIL006) shown in Map CH-01-010 (Volume 5, Cultural Heritage Map Book). This estate is a planned residential area of high standard terrace housing with an urban park during built during the late Victorian to early Edwardian period (1895 to 1905). The estate has a suburban setting characterised by the period architecture and central park¹⁸.

3.6.9 The suburban development of North Acton is later in date than the development of Queen's Park, Kensal Green and Kilburn. The construction of the Willesden Junction Station (KIL023) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) in 1866 still did not encourage suburban development with census returns indicating that the area was sparsely populated in 1871, with little settlement to the north of Wells House Farm. The estate at Old Oak Common Lane (KIL005) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book) was constructed in the 1880s by the London and North Western Railway. The estate of 130 terraced houses known as Railway Cottages was constructed for its employees and their families a short distance

¹⁶ Milne T., (1800), Land Use Map of London and its Environs.

¹⁷ City of Westminster, (2005), *Queen's Park Estate Conservation Area Audit*.

¹⁸ Brent Council, (2006), *Queens Park Conservation Area: Character Appraisal*.

from Willesden Junction Station. It is significant as a relatively unaltered example of this form of housing. The west of the study area had been largely developed by the end of the 1890s¹⁹.

3.6.10 In 1831 Sir John Bart of the general Cemetery Company purchased approximately 22 hectares of Kensal Green including three hectares south of the Grand Junction canal (KIL003). The remaining land formed the majority of the current Kensal Green cemetery (KIL009) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) between the canal and Harrow Road. The location was, in part, chosen to enable the canal to provide a southern barrier to the cemetery. The high walls and substantial gates and railings around the remainder of the cemetery were constructed to provide greater security from grave robbing which was prevalent in those areas surrounding the centres of anatomical research in the 18th to 19th century. Although the Anatomy Act of 1832²⁰ allowed for legal supply of anatomical corpses, grave robbing carried on into the late 19th century and played some part in the location and design of Kensal Green²¹.

3.6.11 The cemetery was opened in 1833 and was the first commercial cemetery in London. The need for large cemeteries in London was stimulated by the increase in population and the inadequate space provided by existing cemeteries and churchyards. The cemetery has an extensive and complex layout designed by head gardener of the General Cemetery Company, Richard Forrest, and is significant as an early and influential example of a cemetery laid out in the garden or pleasure ground style. As a Grade I historic park and garden a full description of the Kensal Green is provided in Section 7.1. The buildings were designed in a Greek revival style by the company surveyor, John Griffith and described in more detail in Section 4.1. The land which the General Cemetery Company owned south of the canal was never used for burial and was eventually sold to the Western Gas Company which constructed two gas holders (KIL025) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) erected in 1879 and 1891.

3.7 Modern

3.7.1 During the lead up to the Second World War the Anti-Aircraft Command were tasked with identifying locations on the fringe of the City of London which were suitable for permanent anti-aircraft batteries to defend the Inner Artillery Zone over London. In 1940 a fixed battery of heavy anti-aircraft guns were placed on Wormwood Scrubs (KIL107) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book). In 1943 the site was assigned with anti-aircraft guns and nearby in 1942 a 'Z' battery with 64 static rocket launchers was established. Despite the proximity of the anti-aircraft defences, Old Oak Common was attacked by enemy aircraft on a number of occasions during the early stages of the Blitz of 1940. On 24th September the carriage depot was attacked and a number of carriages destroyed. Just over a month later enemy aircraft

¹⁹ Thompson G., (2010), *Old Oak Common Worksites Archaeological Detailed Desk-Based Assessment: Non-Listed Built Heritage*. Pre Construct Archaeology, doc ref C150-CSY-T1-RGN-CR076_PT001-00011.

²⁰ Anatomy Act 1832 (c.75). London.

²¹ Curl J.S., (2001), The Historical Background. In: James Stevens Curl (ed), *Kensal Green Cemetery. The origins and development of the General Cemetery of All Souls, Kensal Green, London, 1824-2001*, Phillimore and Co Ltd., Chichester P1-22.

launched a daylight raid on the depot, during which at least one 500lb bomb fell on the recently completed carriage paint shop²². A Second World War pillbox is located next to the North London Railway line in North Acton (KILo36) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book). The built heritage and archaeology relating to Britain's Second World War defence is significant for its contribution to the local and regional history. The industrial and railway setting provide a context to the assets locations.

- 3.7.2 In the western extent of the study area is Acton Cemetery (KILo37) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book). The cemetery provides a record of the hundreds of lives lost during the Second World War as a result of the bombing raids to the industrial areas of Acton. During the Second World War part of the cemetery was set aside for a canteen for local munitions workers, and also an area for teaching the shooting of small arms. The cemetery is now full although it is still used for burials within existing family plots²³. The cemetery's peaceful setting is compromised by the railway line which divides the cemetery and the surrounding setting of industrial units.
- 3.7.3 In North Acton to the west of Wormwood Scrubs Park and Old Oak Common the area was predominantly rural in character until the 1930s with only a few isolated small factories. In 1928 a company called Allnatt Ltd purchased land in North Acton for scrap metal sorting but soon identified the demand for small ready built factories. Allnatt purchased more land in 1929 to create the Chase estate to the north of Acton Cemetery. On average one factory every two weeks was built and within two years the entire area was covered by small industrial firms²⁴. There were larger factories also built during this period including the Elizabeth Arden building (KILo16) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book); a purpose-built perfume factory which is located adjacent to the land required for the Proposed Scheme.

²² Pre-Construct Archaeology Ltd, (2010), *Old Oak Common Worksites archaeological detailed desk based assessment: non-listed built heritage*.

²³ Ealing Council Online; www.ealing.gov.uk/info/200368/births_deaths_and_marriages/1570/acton_cemetery; Accessed: 9 August 2013.

²⁴ Baker and Elrington, (1982), P22-30.

4 Built heritage

4.1 Kensal Green

4.1.1 This section will specifically cover the built heritage assets within Kensal Green Cemetery (KILo09) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book). Further information on the cemetery's development is covered in Section 7.1. The cemetery is significant as the first commercial cemetery in London and its buildings were constructed together as part of a single scheme. This led to a consistent Greek revival style being employed on all the major buildings by one architect, the company surveyor, John Griffith. The Greek revival was at the height of its fashionable appeal by the early 19th century and was seen as appropriate for the prospective wealthy clientele. The Pere-Lachaise cemetery in Paris, two new cemeteries in Liverpool, Necropolis (1825) and St. James's (1829), and the Glasgow Necropolis (1832) were all precedents to Kensal Green that incorporated classical styling. These precedents may have further influenced the choice of style because they were receiving positive publicity and importantly were showing a good financial return for the shareholders²⁵.

4.1.2 The buildings of the cemetery include the Anglican Chapel (KILo10) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) and catacomb. The chapel columns are in Portland stone whilst the body of the chapel is in brick rendered in pigmented Roman cement with Portland stone dressings. Internally the Anglican Chapel contains a catafalque which rises from the vaults to the centre of the chapel floor. The catafalque is unique in its virtually unaltered survival, retaining its 1840s hydraulic pumping equipment intact. There was provision made for approximately one thousand coffins within the Anglican Chapel catacombs. The vaults are arranged along passageways which run north-south and east-west under the chapel and colonnades²⁵.

4.1.3 The Dissenters' Chapel, completed 1834, is located well away from the Anglican Chapel in the south-eastern corner of the cemetery. The rectangular chapel is in the tetraprostyle Ionic order. On either side of the chapel are low colonnades which gently curve to follow the original alignment of the boundary wall and path in front. Like the Anglican Chapel, the important features are constructed of Portland stone whilst the walls are brick rendered in Roman cement. A catacomb is located below the chapel and colonnade in three approximately equally spaced corridors. The Dissenters' Chapel had fallen into disrepair by the end of the 20th century and underwent a substantial rebuild in 1996-1997. The main body of the chapel was repaired with fittings reinstated to Griffith's designs. The colonnades were in part rebuilt and in part restored with masonry found remaining on the site. The ruined vestry was reconstructed as an office and there has been an exhibition gallery and meeting room built behind the northern colonnade²⁶.

²⁵ Freeman J.M., (2001), *The cemetery buildings*. In James Stevens Cull (ed) *Kensal Green Cemetery. The origins and development of the General Cemetery of All Souls, Kensal Green, London, 1824-2001*. Phillimore and Co Ltd., Chichester. P149-174.

²⁶ Freeman, (2001), P149-174.

4.1.4 The northern colonnade and catacomb is the oldest building in the cemetery, built between 1832-3. The catacomb served the Anglican community before the Anglican Chapel was completed. It is constructed on the highest ground against the north wall of the cemetery. The colonnade is built in Portland stone on a terrace of York stone whilst below ground the catacomb is constructed of brick. The wall behind the colonnade is brick rendered in Roman cement. The catacomb is arranged along a corridor aligned with the northern wall with space provided for two thousand coffins.

4.1.5 In addition to the main buildings of the cemetery are the entrance arch and lodges, completed in 1833. They include Doric columns and retain a number of original features. During the 1930s some single storey extensions to the lodges were erected in a sympathetic Greco-Egyptian manner²⁶.

4.1.6 The built heritage of the cemetery extends to the vast number of monuments including tombs and mausoleum. The scale of these monuments' significance can be partly shown by the fact that the cemetery has approximately double the listed monuments of any other English cemetery. A full listing of the designated assets within the study area is provided in the cultural heritage gazetteer (Volume 5: Appendix CH-002-004).

4.2 South Kilburn

4.2.1 The South Kilburn Conservation Area (KIL002) shown in Map CH-01-009b (Volume 5, Cultural Heritage Map Book) is characterised by buildings constructed on the Willesden estate of the Ecclesiastical Commissioners from 1861-1873. The estate is mainly residential houses that display ornate architectural designs of Italianate origin. The London Borough of Brent character appraisal²⁷ provides the following description of the estate:

4.2.2 "The houses have been quite expensively built which is apparent in their external decoration. Their architectural designs are of Italianate origin and their repetition amounts to a positive trade-mark for the whole estate."

4.2.3 An important part of their design is not only the ornate decoration, the sash windows, slate roofs and chimneys but also the setting of the properties and the rhythmical layout of low walls and tall entrance pillars presenting a coherent and ordered street scene.

4.2.4 Most of the houses are 3 storeys; 2 bays wide; channelled stucco ground floor; brick with stucco dressings above."

4.2.5 Number 10 Cambridge Avenue is one of a pair of mid-19th century villas. The building has been recognised for its historical significance when in 1932 it was converted by the Royal Society for the Prevention of Cruelty to Animals (RSPCA) to a veterinary clinic and dedicated as a memorial to the animals injured and killed in the First World War. The conversion was overseen by the architect John Oliver Brook Hitch (1887-1953). His brother, Frederick Brook Hitch (1897-1957), was responsible for the bronze relief

²⁷ Brent Council, (2005), *South Kilburn Conservation Area: character appraisal*.

above the entrance, which depicts animals on either side of the figure of Victory holding a wreath. The bronze relief was restored in 2008.

4.2.6 Cambridge Hall on Cambridge Avenue is significant as a surviving example of the prefabricated churches named 'tin tabernacles' erected in the second half of the 19th century in Britain and across the British Empire. The example on Cambridge Avenue was erected as St James Episcopal Chapel and is a relatively elaborate example. It is constructed of corrugated iron, with a boarded wooden roof now covered with corrugated asbestos. It has a two-stage tower at its north-western end which originally had a chamfered spire. The suburban setting of residential housing is contemporary with the church and contributes to our appreciation of the asset. The condition of Cambridge Hall is described as 'poor' on English Heritage's Heritage at Risk Register²⁸.

4.2.7 To the immediate south of the conservation area is the Church of St Augustine (KIL014) on Kilburn Park Road. The church was constructed between 1870 and 1877 by J L Pearson. It is described by Pevsner²⁹ as "one of the best churches of its date in the whole of England." It is designed in the Early Gothic style with a Normandy-Gothic steeple above the north-west tower. The tower was only completed in 1898 and reaches a height of 77m. The church is in red brick with stone dressings and slate roof.

4.3 Queen's Park estate

4.3.1 The Queen's Park estate (KIL007) shown in Map CH-01-010 (Volume 5, Cultural Heritage Map Book) was developed after the surrounding residential buildings and was open pasture until the late 19th century. The land was purchased by the 'Artisans Labourers and General Dwellings Company'. The company was founded by William Austin in 1876 to provide decent housing for the working classes based on his own temperance principles. The houses on the estate were originally designed by Robert Austin in association with Rowland Plumbe (1838-1919), an architect who went on to specialise in the provision of social housing³⁰. The estate is an important early example of social housing and was unusual in its time for providing working class homes with cottage-style housing and gardens. The area is characterised by two-storey, yellow brick cottages set in wide tree-lined streets and embellished with a variety of gothic revival elements such as porches, turrets, gables and arches³¹. The residential setting contributes to the assets significance.

4.3.2 The Wilburforce Primary School, formerly Beethoven Street School (KIL011) shown in Map CH-01-010 (Volume 5, Cultural Heritage Map Book) was a London Board school built in 1881 to serve the community of the Queen's Park estate. The school building is three storeys and has a symmetrical 'stripped Classical' style. There are two ranges of classrooms linked by a large central hall. It has been built in brown stock brick with red brick dressings, and large sash windows throughout. The school is set adjacent to the Queen's Park estate (KIL007) and benefits from the setting of contemporary residential dwellings.

²⁸ English Heritage, (2012), *Heritage at Risk Register 2012*. English Heritage, London. P21.

²⁹ Cherry B. and Pevsner N., (1991), *The buildings of England. London 3: North West*. Yale University Press, London. P673.

³⁰ Cherry and Pevsner, (2002), P698-699.

³¹ City of Westminster, (2005), *Queens Park Estate Conservation Area Audit*.

4.4 Harrow Road

4.4.1 Numbers 776 to 864 Harrow Road form the Kensal Green Conservation Area of Brent (KIL001) shown in Map CH-01-010 (Volume 5, Cultural Heritage Map Book). The conservation area is formed of early 19th century houses which are significant as some of the earliest dwellings within the study area. The earliest houses within this group are 822-834 Harrow Road, a terrace of houses built between 1816 and 1824 probably for agricultural labourers. They have a two-storey, two-bay configuration and are constructed in a simple vernacular style, typical for an artisan class in this period. They are in complete contrast to those later buildings constructed after the Kensal Green Cemetery (KIL009) was opened.

4.4.2 Following the opening of Kensal Green Cemetery in 1832 the area became increasingly fashionable. The buildings are significant architecturally because they are representative of the late Georgian period style. The town houses at numbers 836-840 Harrow Road date to the mid-19th century and have three storeys with a rusticated ground floor. Numbers 858-864 are similar in date and style but with a rusticated stucco ground floor set up at a piano nobile (principal storey) level from the street. The 20th century is also represented within the conservation area. Number 810 Harrow Road is a two-storey house of symmetrical three-bay elevation in an Arts and Crafts 'Queen Anne' style. The public house, although rebuilt in the 20th century, is named after William IV (1830-37) and also represents a 1920s 'Queen Anne' building³².

4.5 Old Oak Common

4.5.1 The land required for the construction of the Proposed Scheme includes an area of existing railway land which includes the Great Western Main Line carriage shed and the North Pole Depot plus extensive rail sidings.

4.5.2 The carriage shed at Old Oak Common (KIL105) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book) was constructed for the Great Western Railway as part of a larger development of the entire Old Oak Common depot including the construction of sidings, an engine shed and extensive workshops. The contract for the construction of the carriage shed was awarded to Messrs Thomas Rowbotham of Birmingham and Messrs E.C. & J. Keay during the summer of 1905. The specification for the construction was issued by the Traffic Committee in October 1903. The carriage shed was completed by the end of 1905, whilst utilities including water supply and electrical lighting were fitted throughout the first half of 1906. There was an extension to the carriage shed between 1935 and 1937 which was undertaken by the Cleveland Bridge & Engineering Co Ltd. These improvements were carried out as part of the Government Works Scheme at the end of 1935. The structure has historical significance as part of the 20th century development of Great Western Railway in London.

4.5.3 The North Pole depot was constructed as a tailor-made depot for the maintenance of the Class 373 and Class 92 locomotives as part of the Waterloo International terminal

³² Brent Council, (2006), *Kensal Green Conservation Area: character appraisal / management plan*.

project. The depot was built in 1992 and served the Waterloo International Station from 1994 until 2007,

4.6 Old Oak Lane

4.6.1 In the east of the study area and adjacent to the land required for the construction of the Proposed Scheme is the Old Oak Lane Conservation Area (KIL005) shown in Map CH-01-012 (Volume 5, Cultural Heritage Map Book). It is formed of railway cottages built in 1889 by the London and North Western Railway for its employees. The estate is isolated from the surrounding residential areas of Acton and is surrounded by railway land. Originally, the whole estate appears to have been the private property of the London and North Western Railway, simply called 'Railway Cottages'. The streets were given names such as Stephenson, Crewe and Stoke for their railway associations.

4.6.2 The conservation area contains a grid pattern of long terraces which form a high density planned estate which characterises rail workers houses of the period. All available space is allocated to buildings with only very small gardens and access roads. The architecture is generally uniform throughout with only minor variations in the detailing. The buildings are brick built with a Flemish bond, types of brick varying from London stock brick to red/orange brick, and slate roofs³³. It is still set within a landscape dominated by the railways. The railways setting benefits our ability to understand the conservations area's historical context.

³³ Ealing Borough Council, (2007), *Old Oak Lane Conservation Area Character Appraisal*.

5 Historic map regression

5.1.1 The analysis of the cartographic evidence for the study area has been integrated within the archaeological and historical baseline narrative (Section 3 and Section 4).

6 Historic landscape

6.1.1 This section uses English Heritage's rapid characterisation of London's historic development, historic maps, site familiarisation visits, geological maps and published documents.

6.1.2 The study area lies within the medieval Middlesex Forest, an expansive area of intermittent deciduous woodland rising north towards Willesden. Throughout the medieval period settlement and farming started to encroach upon the woodland apart from where it was preserved within two areas of common land: Wormwood Scrubs (known as Wormholtwood); and Old Oak Common (known as Old Holt Wood). The woodland was managed by the local communities and, as well as providing timber, the land would have also been used for grazing cattle and pigs. The remainder of the study area followed a relatively similar development until the 19th century. At that point in time it was extensively rural with occasional farmsteads, small settlements and manors.

6.1.3 The eastern end of the study area is defined by Kilburn High Road. The road follows the historic route of Watling Street, connecting London and St Albans. The road has continuously been a major route into London up to the present day. A medieval priory was established where the road crossed the Kilburn Brook, followed by an inn and small scale medieval settlement related to the location acting as a stopping point on the road out of London. The settlement at Kilburn was small with a limited number of buildings fronting onto Kilburn High Road until the 19th century.

6.1.4 The Proposed Scheme will include Old Oak Common, an area dominated by railway infrastructure including rail depots, engine sheds and sidings. The depot was developed in the early 20th century by the Great Western Railway to alleviate passenger and freight congestion in west London. The construction of the depot and sidings required a large amount of soil removal to produce a level ground surface.

6.1.5 The surrounding residential areas of Kilburn, Queen's Park and North Kensington were developed during the late 19th century as planned estates. In most cases the streets are formed of long terraces of houses built on previously rural land.

6.1.6 To the west of Old Oak Common and Wormwood Scrubs Park the landscape is characterised by industrial parks and residential areas dating to the 20th century. In Ordnance Survey maps dated to 1915 the area is still mainly rural but by 1935 the majority of the area has been developed.

7 Historic parks and gardens

7.1 Kensal Green

7.1.1 The concept of a commercial burial ground was developed by George Frederick Carden (1798-1874) who was searching for a solution to the overcrowded cemeteries of central London. The idea was based on the model of the Pere-Lachaise cemetery in Paris. To realise the creation of such a cemetery for London, Carden formed The General Burial Grounds Association.

7.1.2 The original land parcel for Kensal Green Cemetery (KILo9) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book) was purchased in 1831 by Sir John Dean Paul Bart on behalf of the General Cemetery Company. The site's location was partly chosen because of the barrier that the adjacent canal provides. This reveals a little about the current concerns of the early 19th century and the commercial offering that a new cemetery could offer. This period in the early 19th century was still known for prolific body-snatching to supply the anatomy schools. As well as the canal-side location the design included high boundary walls, great iron gates and tall iron railings, and provided secure vaults and catacombs. This was all part of the marketing of the cemetery. Although the Anatomy Act of 1832³⁴ allowed for legal supply of anatomical corpses grave robbing carried on into the late 19th century. The market for greater security for the wealthier members of society and an opportunity for an additional selling point for this new concept of a commercial burial ground. Once the land was purchased it was the General Cemetery Company's surveyor John Griffith who set about constructing the high walls.

7.1.3 The designs of the Anglican Chapel and Gate Lodges were to be obtained by means of a competition announced in 1831. The winner of the competition was Henry Edward Kendall who was awarded the prize of one hundred guineas for his designs in the Gothic style. The Kendall designs were never to be adopted though. The General Cemetery committee waited for the Bill of Incorporation to be passed through Parliament before finalising the designs. Instead of Kendall's designs the General Cemetery committee chose designs of one of its own members John Griffith. Griffith was already the surveyor for the General Cemetery Company and his design in the Greek revival style was adopted after the Bill was passed. Griffith's designs are likely to have been chosen because the classical style was still popular with the prospective clientele and because it was his design of the layout and cemetery walls which were already being constructed as the Bill was going through Parliament³⁵.

7.1.4 On the 11 July 1832 the Act received Royal Assent and the company was duly incorporated under 'An Act for establishing a General Cemetery for the Interment of the dead in the Neighbourhood of Metropolis'. The Act included certain clauses to

³⁴ Anatomy Act 1832 (c.75). London.

³⁵ Curl J.S., (2001), The Historical Background, In: James Stevens Curl (ed), *Kensal Green Cemetery, The origins and development of the General Cemetery of All Souls, Kensal Green, London, 1824-2001*, Phillimore and Co Ltd., Chichester. P1-20.

protect the cemetery from the London to Birmingham and Great Western railway companies who wanted leave to pass through the cemetery's grounds³⁶

7.1.5 The cemetery has an extensive and complex layout designed by Richard Forrest after the early layout designs by John Griffith. The landscaping is an early and influential example of a cemetery laid out in the garden or pleasure ground style. The pleasant setting in which Kensal Green may have been originally conceived was short lived. From the purchase of the land the Paddington branch of the Grand Union Canal (opened 1801) formed the southern boundary of the cemetery and within 10 years of the opening of Kensal Green it was further development of railways that changed the surrounding landscape. This connection with the city led to further suburban development. Much of the development to the north of the cemetery was constructed during the late 19th century and characteristically formed by Victorian terraces. To the south-east of the cemetery stand two gas holders built by the Western Gas Company. The land was originally owned by the cemetery but sold to the Gas Company who built the gas holders in 1879 and 1891³⁷.

7.1.6 The surrounding developments provide no contribution to the cemetery's setting of a landscaped park. The setting of the cemetery has also been negatively impacted by modern development on Harrow Road behind the north terrace catacomb and colonnade. The close proximity of rail to the south has been an aspect of the cemetery from its creation as the Bill for the London to Birmingham Railway was going through Parliament at the same time as that for Kensal Green Cemetery.

³⁶ Curl, (2001), P1-20.

³⁷ Freed, (2001), P297-326.

8 Archaeological character

8.1 Introduction

- 8.1.1 To determine the archaeological potential of the study area it has been classified as a particular type of archaeological character area. The archaeological character area has been derived from a consideration of the current topography, geology and land use of the area. From these factors the potential for recovery of archaeological remains is considered.
- 8.1.2 The archaeological character area was further divided into archaeological sub-zones, which have allowed for a refinement in understanding the archaeological potential. There are seven archaeological sub-zones in the study area. They are characterised by current and historic land use and determine the potential for archaeological remains based on factors including topography, geology, historic character and distribution of known archaeological finds, sites and assets.

8.2 Character areas

- 8.2.1 The archaeological character area described below extends from south to north within the study area.

Suburban London

- 8.2.2 This broad character area encompasses the entire study area. The archaeological character area reflects the general development of a largely rural landscape that has undergone large scale suburban development from the early 19th century onwards.
- 8.2.3 There is historical documentation, such as parish, ecclesiastical and manorial records, which provide information on the general land use developments from the medieval period onwards. The small scale settlement was mainly focused in small rural settlements, farmsteads and manors. This developed with the economic demands of a peripheral region of London. In the 17th century to 18th century this led to the enclosure of field systems and developments in farming practice.
- 8.2.4 The late 19th and early 20th centuries saw the beginning of industrialisation in the area with the construction of a number of railways and canals across the archaeological character area and the surrounding landscape. The resultant character is a mixture of residential developments and industrial areas which have led to large scale ground disturbance, which has decreased the potential for recovery of archaeological remains.

8.3 Archaeological sub-zones

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Table 1: Archaeological sub-zones

Number	Name	Topography	Geology/soils	Modern land use	Historic landscape character	Archaeology
1	Kilburn	Generally level throughout at approximately 35m AOD.	London Clay Formation	19th-20th century Kilburn High Street and residential.	Medieval priory site and later settlement.	Site of Kilburn Priory on the east of Kilburn High Street and site of Kilburn medieval to post-medieval settlement.
2	19th -20th century residential	Gently rises from 30m AOD in the south to 40m AOD in the north	London Clay Formation	Suburban residential properties and local amenities. Largely built from the late 19th century onwards.	Rural landscape with isolated farmsteads and manors	Archaeological remains at number 75 Kilburn Lane relating to medieval settlement. Both Harrow Road and Kilburn Lane have origins in the medieval period. Medieval moated site identified north of Acton Station and Friars Place Farm
3	Kensal Green Cemetery	Rises from 30m AOD in the south to 40m AOD in the north	London Clay Formation	Kensal Green Cemetery mid-19th century in date, landscaped cemetery.	Rural	No known pre-cemetery archaeological remains. There is a high density of burials including tombs and mausoleum. The site has also been landscaped to lower the surface level on parts of the site.
4	Rail land	Old Oak Common is approximately level at 25m AOD, at Willesden Junction the level rises to 35m AOD	London Clay Formation	Early 19th to 20th century rail land	Rural	No known archaeology, area likely to have been disturbed during construction of the railway.
5	Gas works	Level at approximately 29m AOD	London Clay Formation	19th Century gas works	Rural	No known archaeological remains, there is likely to have been some disturbance caused during the construction of the industrial buildings.
6	Industrial park	Generally level with at approximately 35m	London Clay Formation	20th century industrial park	Rural	No known archaeological remains, there is likely to have been some disturbance caused during the

Number	Name	Topography	Geology/soils	Modern land use	Historic landscape character	Archaeology
		AOD				construction of the industrial buildings.
7	Wormwood Scrubs Park	Generally level with a high point in the centre of approximately 24m AOD	London Clay Formation	Parkland	Common land, open fields.	No known archaeological remains, as common land the sub zone has historically not been settled. Evidence of military activity on the site during the Second World War.
8	North Acton cemetery	Gently rises from 30m AOD in the south to 40m AOD in the north	London Clay Formation	20th century cemetery	Rural	No known archaeological remains. There is a high density of modern burials across the site.

9 Analysis and research potential

9.1 Analysis of understanding

9.1.1 The primary cultural heritage sites in the study area comprise:

- the Roman Road Watling Street (PRM058) shown in Map CH-01-009a (Volume 5, Cultural Heritage Map Book) which follows the alignment of Kilburn High Street;
- nineteenth century major transport routes including the Grand Junction Canal (1801), the London to Birmingham Railway (1837) and the Great Western Railway (1838);
- the Kensal Green Cemetery (KIL009) shown in Map CH-01-011 (Volume 5, Cultural Heritage Map Book); and
- the 19th and 20th century suburban estate developments which characterise the modern land use.

9.1.2 There is no specific intelligence indicating that in-situ archaeological remains survive within the land required, temporarily or permanently, for the construction of the Proposed Scheme. The evidence suggests that parts of the study area were occupied from at least the late prehistoric period. The location of the study area is peripheral to London and is predominantly agrarian in character.

9.2 Research potential and priorities

9.2.1 Work on the Proposed Scheme has the potential to increase our archaeological knowledge and understanding of this area. Many research questions can best be formulated at either a scheme-wide or at a county/multiple community forum area level. These will draw heavily on the regional and period research frameworks which have been prepared with support from English Heritage.

9.2.2 The Proposed Scheme is largely within tunnel throughout the study area meaning that construction activities are limited to specific locations. Because of this the opportunity for research is more limited here than elsewhere along the route.

9.2.3 This section presents research questions which are specific to the heritage assets, either known or suspected, within this study area:

- can the archaeological programme provide evidence that would indicate what the prehistoric environment was and whether there is any surviving later prehistoric activity?
- the line of Roman Watling Street crosses the eastern side of the study area. Is there evidence for archaeological survival of the Roman road and associated activity?
- the study area is located in the hinterland of Londinium. Can the relationship between hinterland and territorium of Londinium be better defined?

- can the transport networks be defined and is there firm evidence for the utilisation of Roman roads?
- there is documentary and historic map information for historic rail sites in Camden associated with the London to Birmingham rail depot. Is there archaeological evidence for remains of historic rail infrastructure?
- what measures were put in place during World War II to ensure the railway system continued to function?

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